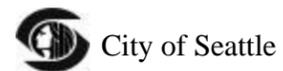




Alaskan Way Viaduct and Seawall Replacement Project

Leadership Group Meeting

December 3, 2002



December 5, 2002



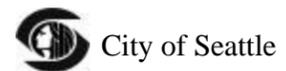
Where Are We Today and Where Are We Going?

Mayor Nickels and
Secretary MacDonald



Project Status

Maureen Sullivan,
WSDOT



December 5, 2002



Viaduct and Seawall – Still Urgent



- Seawall
 - Worse condition than originally anticipated
- Viaduct
 - Still moving



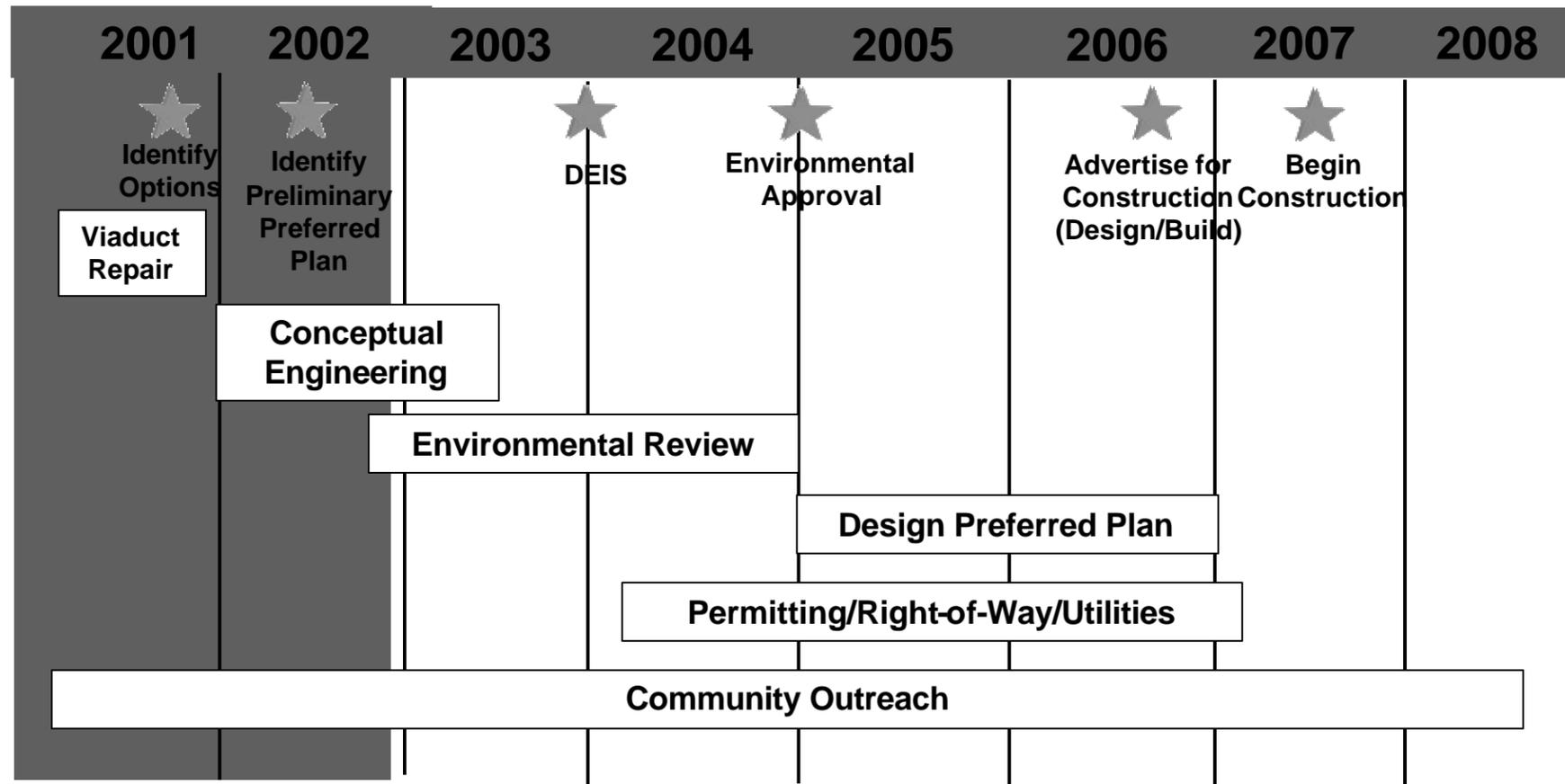


- Refocus on central waterfront
 - Replacement of viaduct and seawall
- Identify further cost saving opportunities
- Reduce consultant work to match reduced funding
- Move to sequential activities





Project Schedule*



*Subject to funding availability



Evolution of Project Options

- No new Spokane St. interchange
- No improvements from Spokane St. to Holgate
- Reuse Battery St. Tunnel in all options
- Significant scope reduction north of Battery St. Tunnel





- Investigating “rebuild lite”
- Deferring portions of non-critical seawall
- Investigating at-grade concept





Current Viaduct and Seawall Project Plans

Tom Madden, WSDOT
Bob Chandler, SDOT



No Action/Do Nothing

Three Scenarios:

- Continued deterioration -- eventual closure
- Low to moderate-level seismic event -- short term closure and repair
- Moderate to strong-level seismic event causes -- full closure

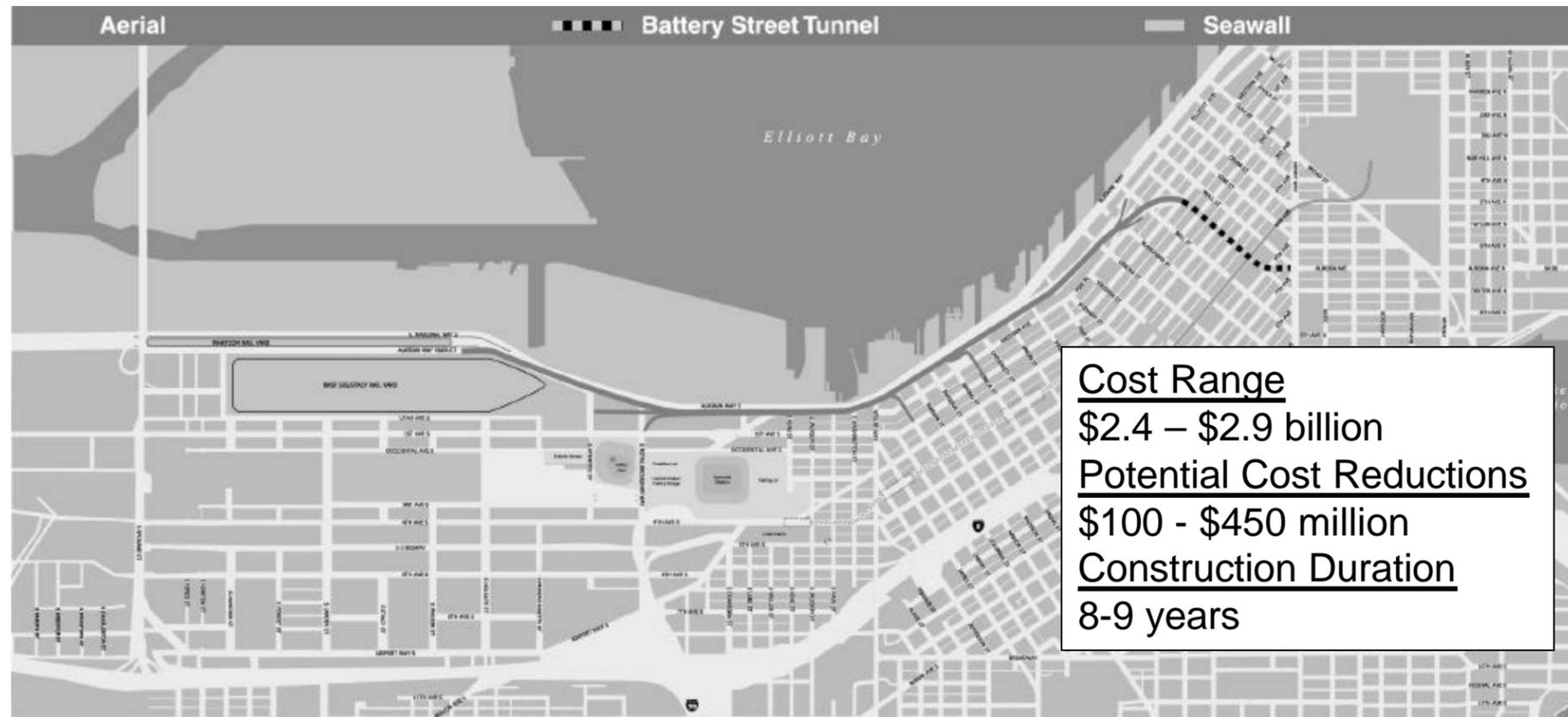


Rebuild Plan

Design Option
Reduce earthquake standards to 500-year return period
-costs not known at this time

Design Option
Defer replacing seawall from Pike St. to Eagle St.
-\$350 million

Design Option
Upgrade Battery St. Tunnel for fire/life safety
-\$100 million



Aerial Plan

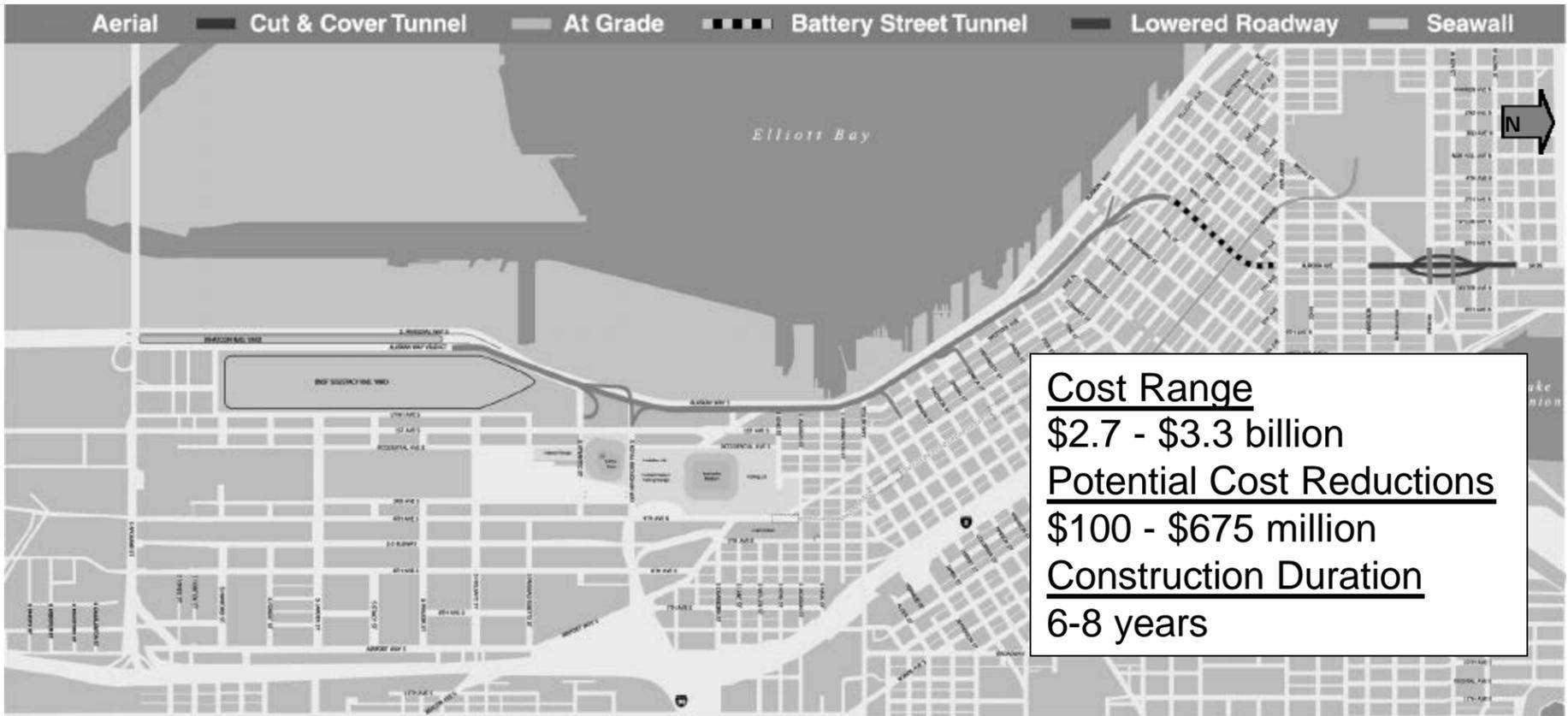
Design Option
 Enclose aerial structure to reduce noise and visual impacts
 -costs not known at this time

Design Option
Holgate St. to King St.
 Reconfigure SR 519 Connection
 -\$65 million

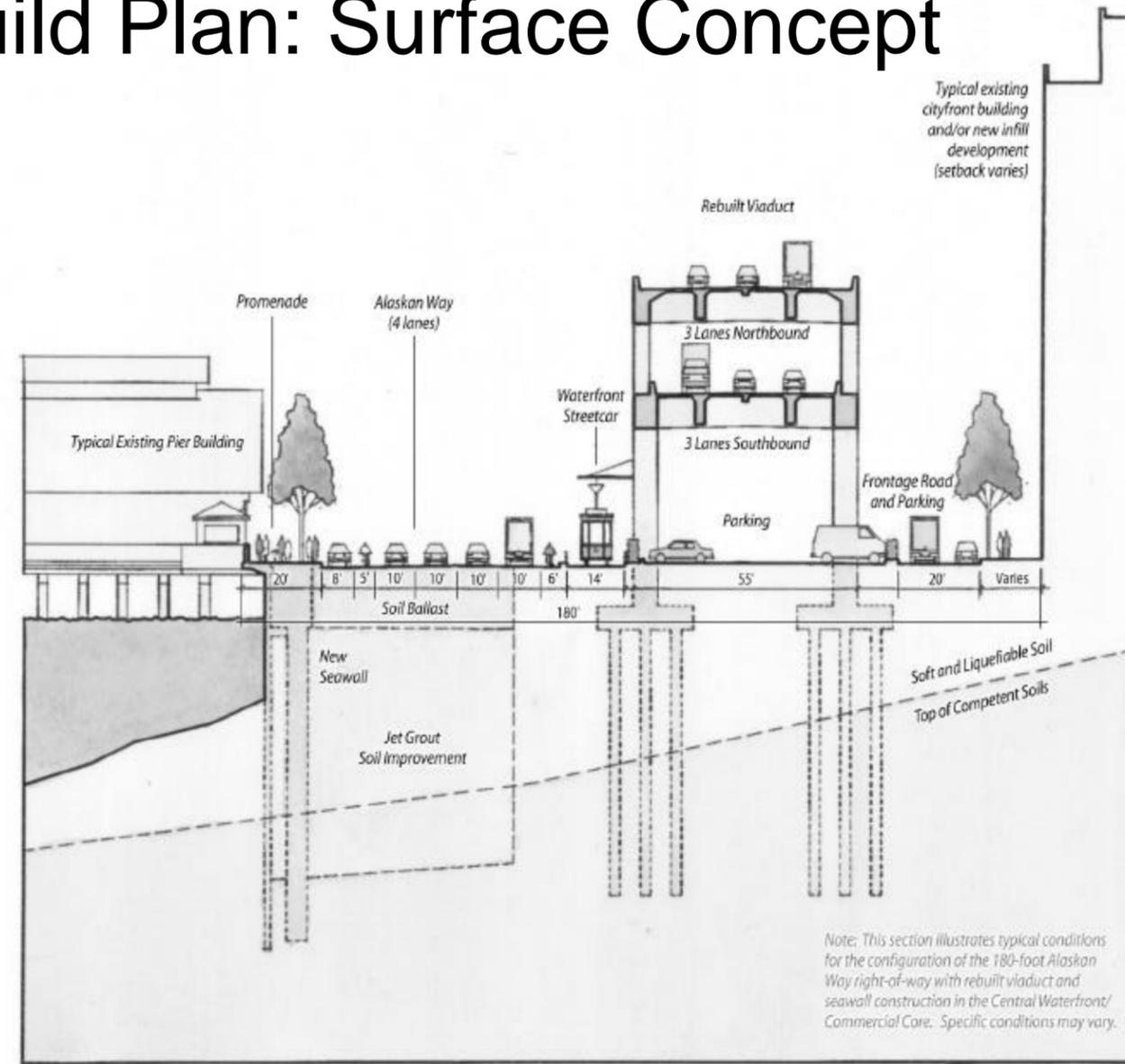
Design Option
 Type of seawall replacement
 -\$220 million

Design Option
 Upgrade Battery St. Tunnel for fire/life safety
 -\$100 million

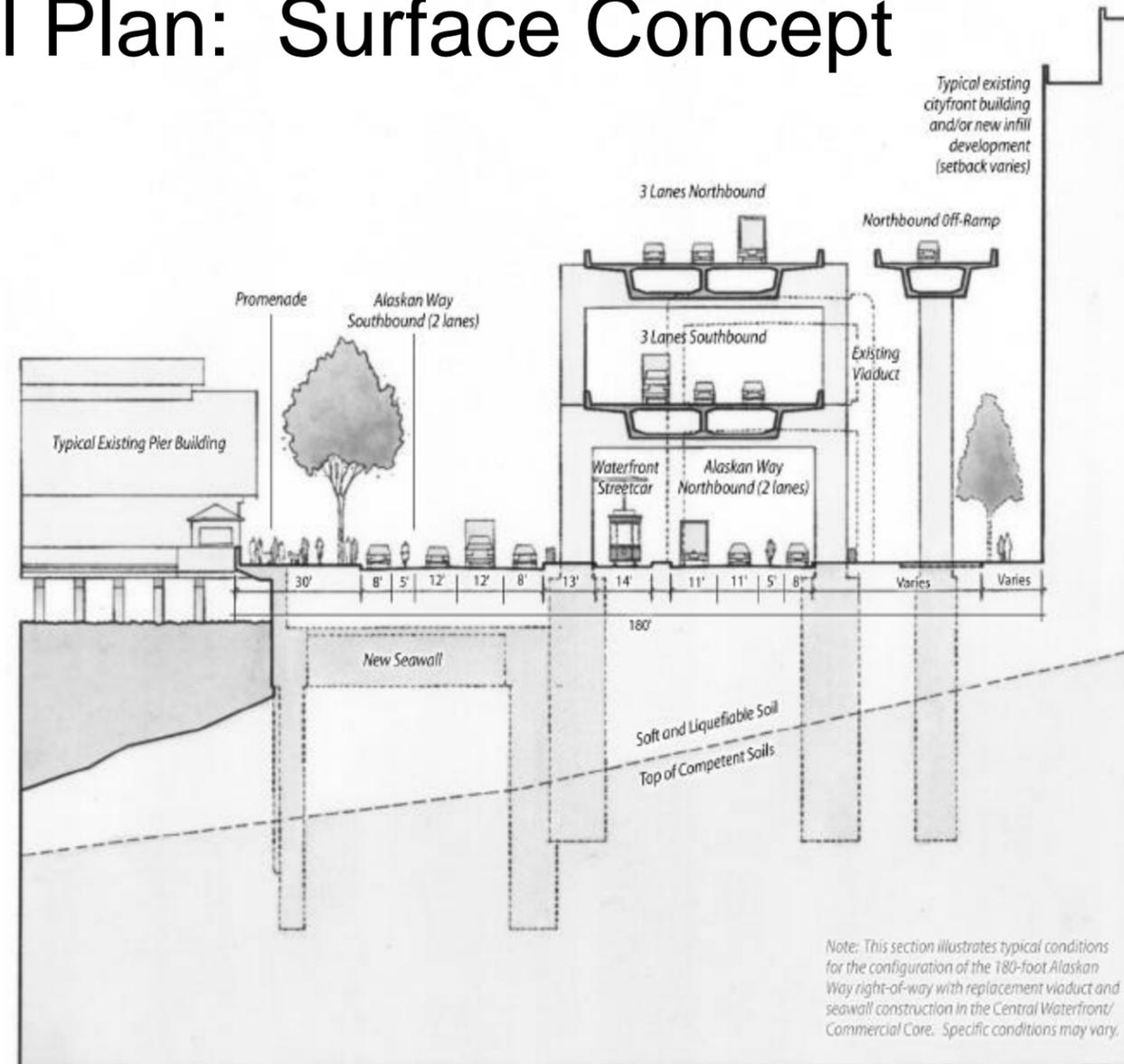
Design Option
 Connect Mercer St. and Roy St. over SR 99
 -\$290 million



Rebuild Plan: Surface Concept



Aerial Plan: Surface Concept



Tunnel Plan

Design Option
Holgate St. to King St.
 Reconfigure SR 519 connection with full aerial
 -\$230 million
 Reconfigure SR 519 connection with at-grade
 -\$220 million

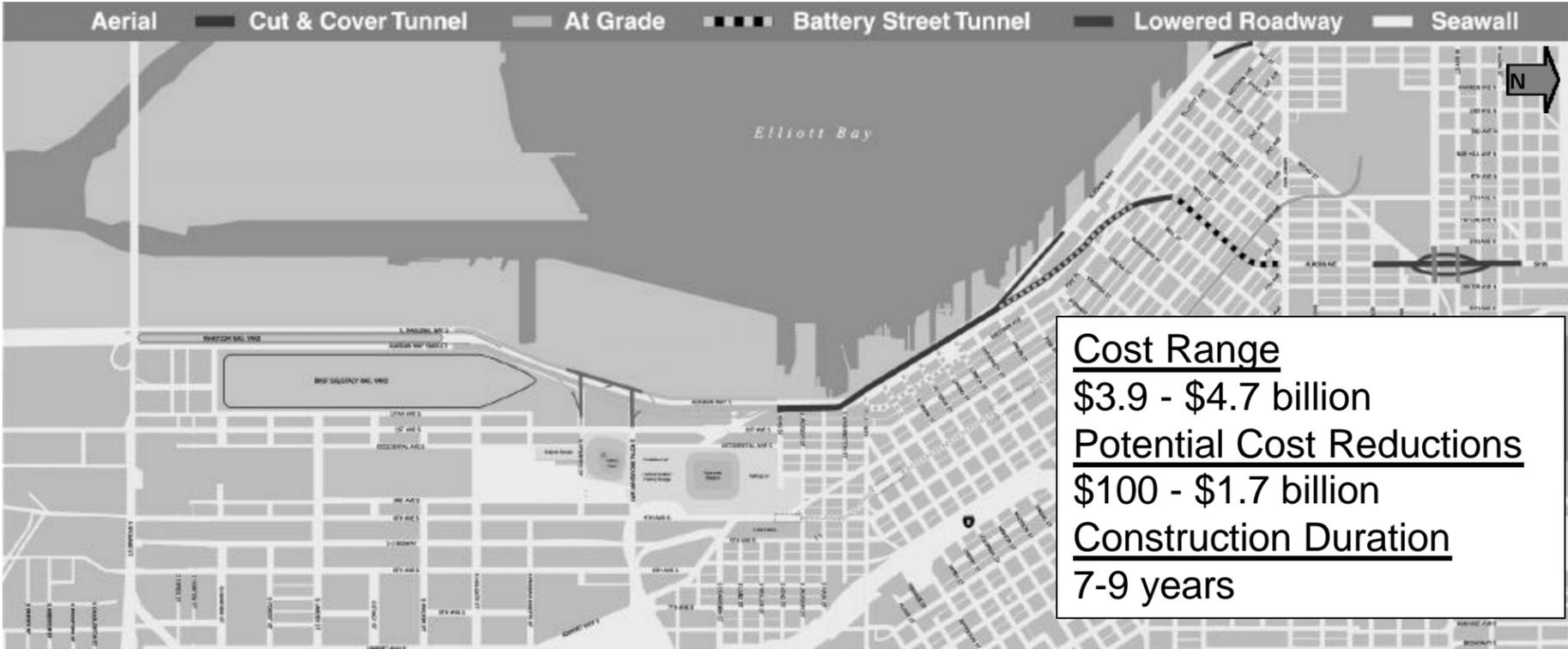
Design Option
Connect to Battery St. Tunnel
 Aerial and temporary structure along Alaskan Way
 -\$775 million
 Aerial with staged construction
 -\$825 million

Design Option
 Connect Mercer St. and Roy St. over SR 99
 -\$290 million

Design Option
 Upgrade Battery St. Tunnel for fire/life safety
 -\$100 million

Design Option
 Seawall from Battery St. to Eagle St.
 -\$165 million

Design Option
 Underpass at Broad St. and BNSF Railroad tracks
 -\$60 million



Tunnel Plan South

Design Option

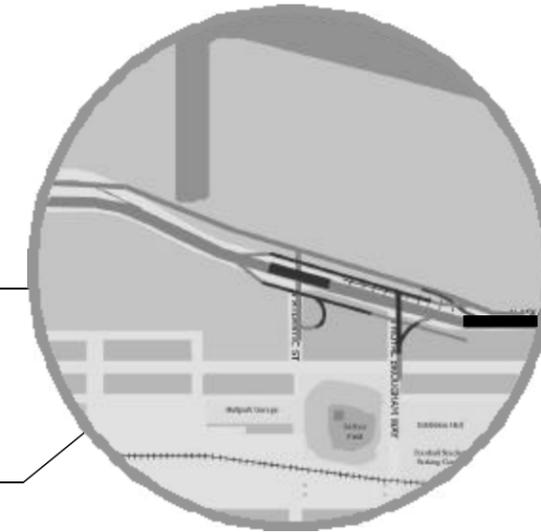
Holgate St. to King St.

Reconfigure SR 519 connection with full aerial

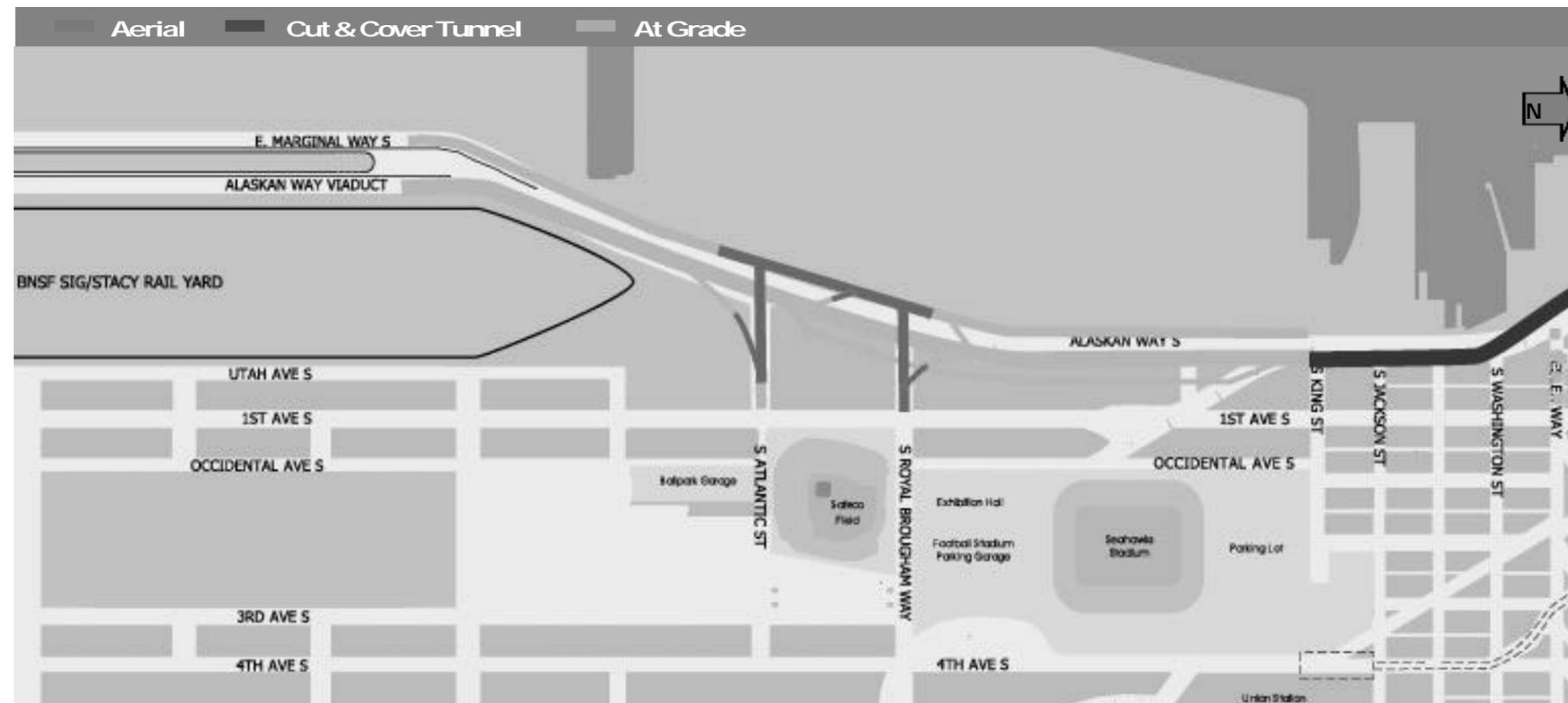
-\$230 million

Reconfigure SR 519 connection with at-grade

-\$220 million



Alternative Plan



Tunnel Plan North

Design Option
Connect to Battery St.
Tunnel

Aerial and temporary structure along Alaskan Way
-\$775 million

Aerial with staged construction
-\$825 million

Design Option

Upgrade Battery St. Tunnel for fire/life safety
-\$100 million

Design Option

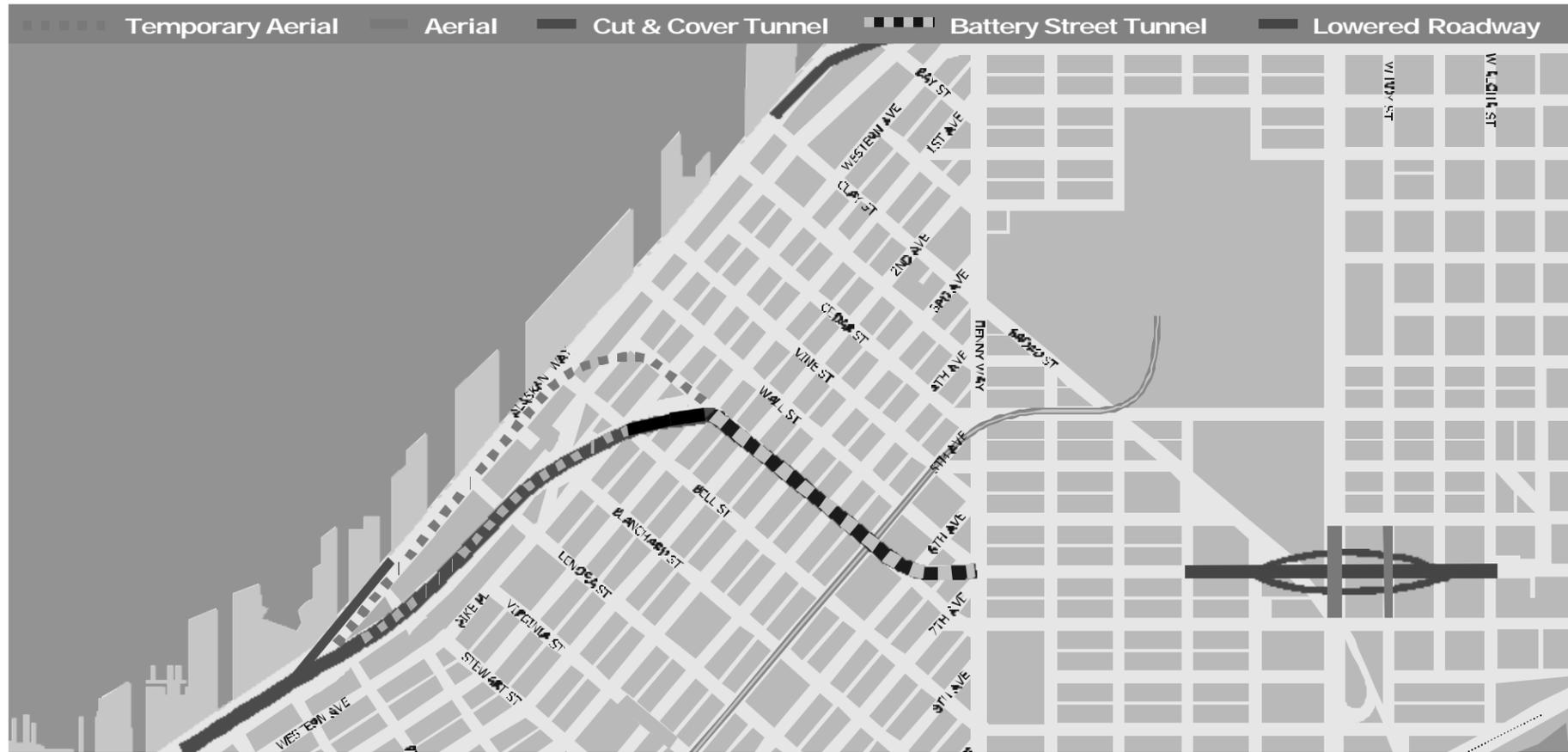
Connect Mercer St. and Roy St. over SR 99
-\$290 million

Design Option

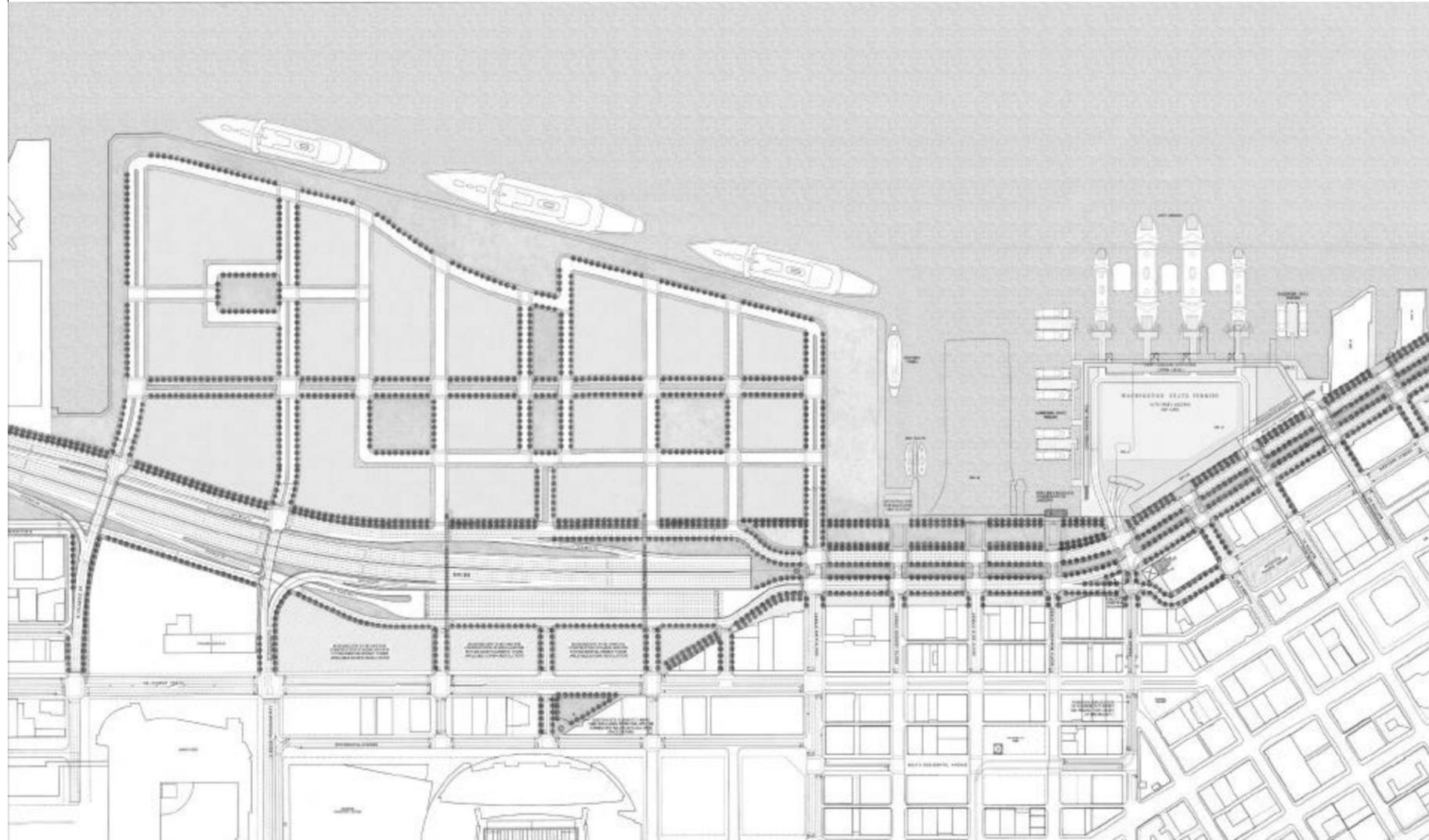
Seawall from Battery St. to Eagle St.
-\$165 million

Design Option

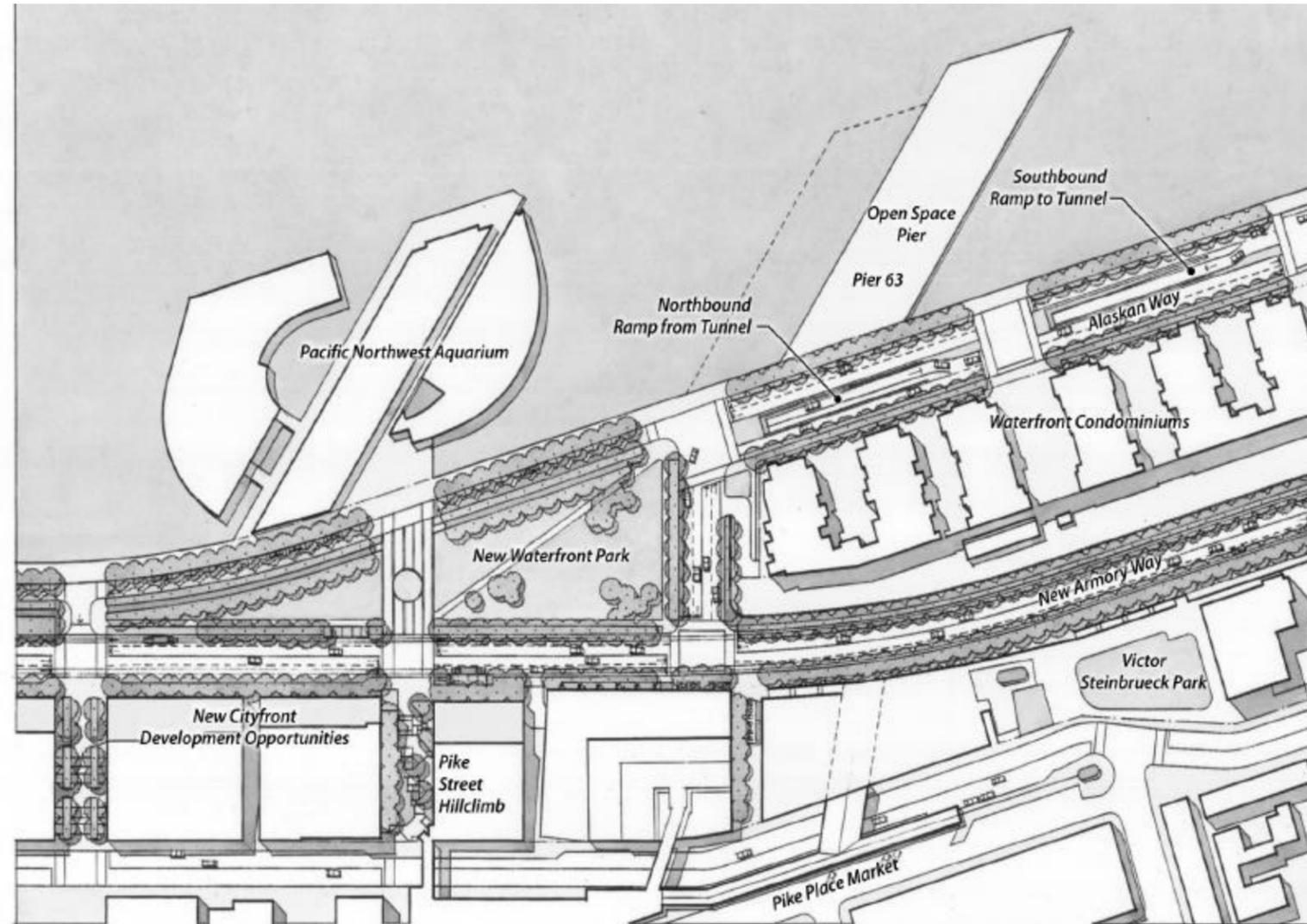
Underpass at Broad St. and BNSF Railroad tracks
-\$60 million



Potential Concept: Pier 46 Urbanized and Colman Dock Expanded



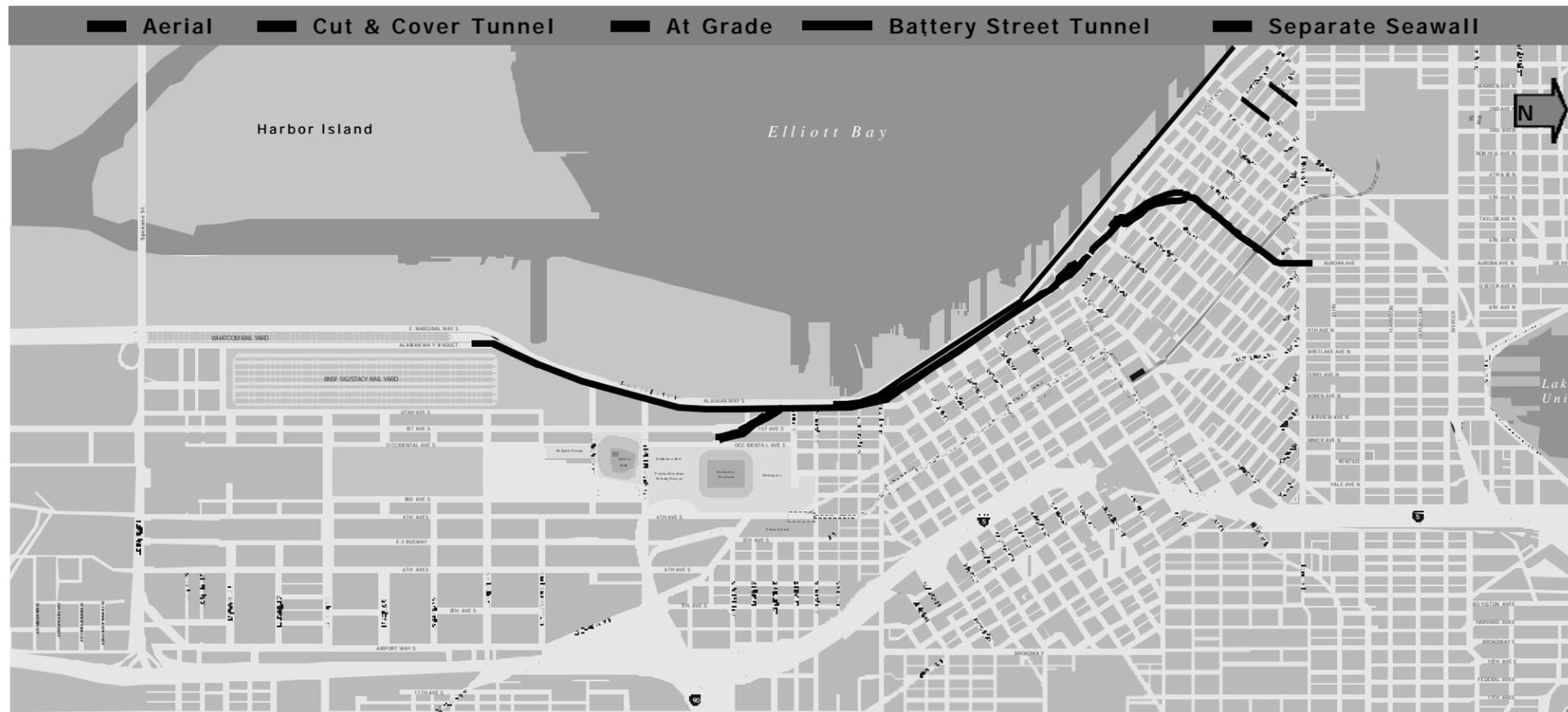
Potential Concept: Aquarium/Pike Place Market Area with Armory Way and New Park





At-Grade Concept

- New concept under development
- Relies on transit component
- Relying on all at-grade facilities
 - Existing City streets
 - Reconfigured Alaskan Way surface street



Surface Street System Linkages





Flexible Transportation

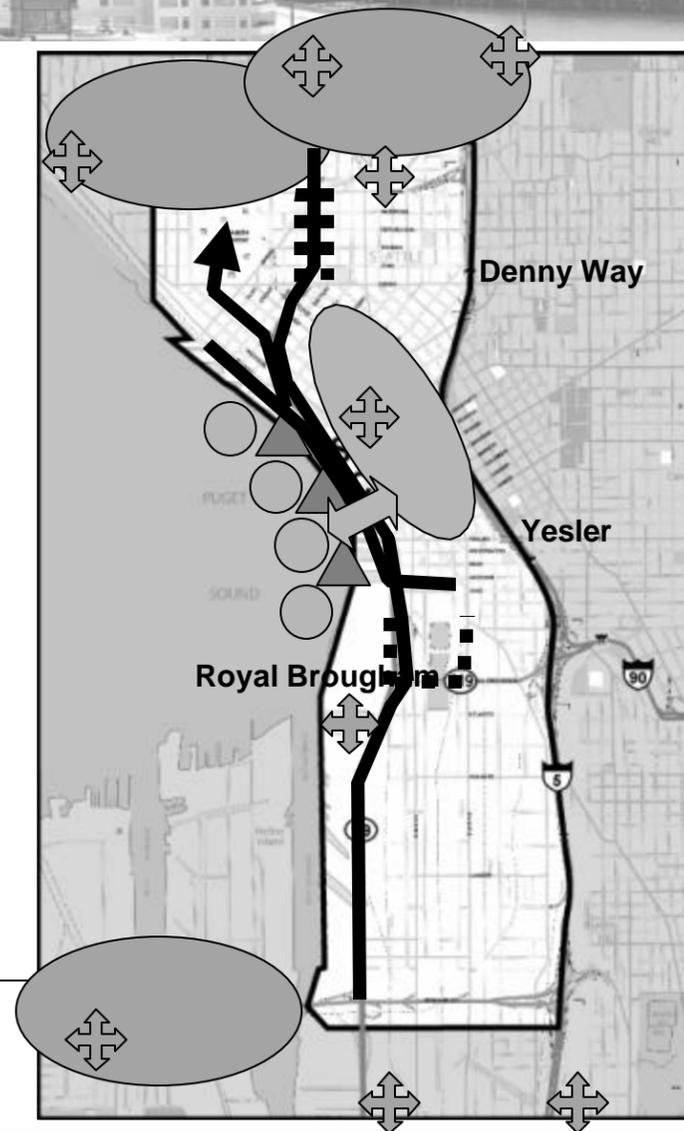
Jemae Hoffman,
City of Seattle



The Flexible Transportation Package

Moving More People and Goods

- 4 Targeted Markets
 - Construction
 - Events
 - Peak Hour
 - Key Neighborhoods
- 3 Prong Approach
 - More transportation choices
 - Speed and reliability improvements
 - Education and information



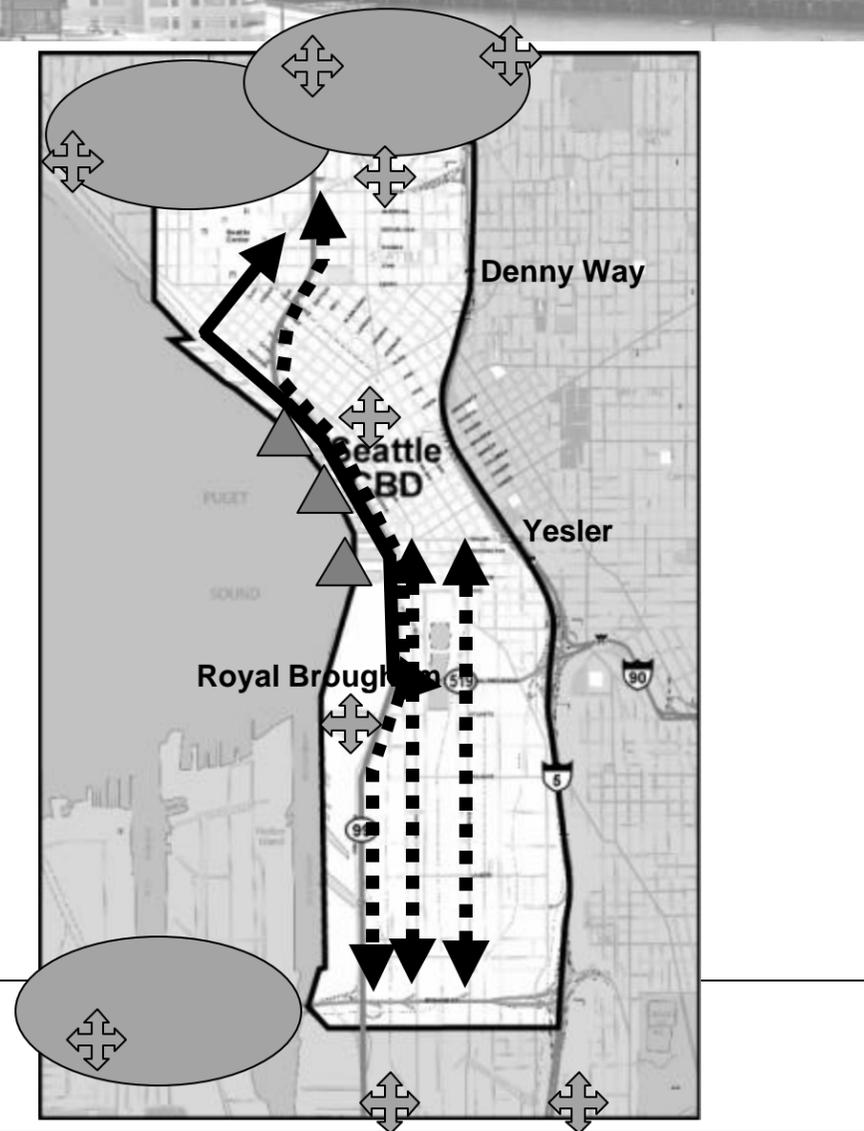


Moving People and Goods

During Construction

- Vanpool program
- Worker shuttles
- Temporary transit/truck-only lanes
- Short term parking conversion
- Traveler information systems and variable message signs

Construction Mitigation





Moving People and Goods

Long-Term

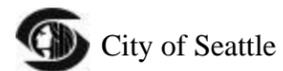
- Transit
 - More buses
 - Monorail
 - Streetcar
- Transit prioritization
- Pedestrian & bicycle enhancements
 - Along waterfront
 - Connections with Colman Dock
- Aggressive transportation demand management
 - Expanded FlexPass
- Tolling (variable pricing)





Financial Planning Strategies

Dave Dye, WSDOT
Grace Crunican, SDOT



December 5, 2002



- Complete Environmental Process to:
 - Record of Decision (ROD) = \$20 million
 - Schedule
 - 12/02 to 12/04





Short-Term Funding Strategy

01-03 Remaining Funds (Federal and State)	\$1.2 million
State	
03-05 Biennium	???
City	
2003 Budget	\$2.5 million – available
2004 Budget	\$2.5 million – available
Other	
PSRC	\$1.5 million – possible
Port of Seattle	???
Federal 2003 Earmark	\$2.5 million – possible



Long-Term Funding Options

Federal

Earmark

Formula

U.S. Army Corps of Engineers

TEA-3 “Urban Cities Program”

State

Transportation Improvement
Board

Future State Revenue Package





Long-Term Funding Options

Regional

RTID

Port of Seattle

Tolling

Local Sales Tax Credit

City

Local Improvement District

City Sales Tax Credit

Other City of Seattle & Utilities



Next Steps

Maureen Sullivan



Find \$14-\$15 million to:

- Complete preliminary engineering for all options at 8% design
- Continue community outreach
- Finalize cost estimates and schedule
- Refine contingency plan
- Complete EIS process

